eerning the Carburctor-Keen Bust-Rivair: Does Not Prevent the Spirit of Heipfulness-Plans for New Lactory.

car exposed in the Garden show is linder with gasolene engine and an en on the road this is their a good deal of interest in mechanical makeup. In place of the r friction clutch and transmission, an lutch and a separate electric motor uxiliary power under electric On the high speed all of the power cent, slip, in the electric clutch. This etize the clutch when the circuit is closed itself so that the armature is pulled around magnetism and not by friction

When the car is climbing a hill the magnetic allowed to slip a little more, and the nt generated is passed through an elecor, which acts as an auxiliary to the ne engine: There are five forward and reverse speeds and an electric brake. rcentage of the power can always direct without its efficiency being by conversion into electricity and back again in the mechanical power no contact between the two parts the magnetic clutch, and consequently no s through slipping. The slipping ad of generating heat, generates elecch is converted into power through ectric motor. There are of course ated by a small hand lever similar to

ny of New York is not exhibiting its car is on exhibition at the salesroom Broadway. It will be remembered that Broadway. It will be remembered that the Matheson racer did not represent America the big race because of an accident during the elimination, a point much to be regretted, the car's chances were good. At the raden Show there is a magnificent exhibition in space 37 of 1907 models. The yellow at black 31-35 horse-power touring car, axeriously appointed and built with body Munger, and the red touring car 45-50 crose-power and the limousine 30-35 horse-ower, with body built by J. N. Quinby & Co., we attracted a large number of persons. The 50 horse-power highly polished chassis one of the most striking features that plear in the Garden.

pone of the most striking features that bear in the Garden.
The Matheson Company of New York anounces the following sales at the Garden ow: R. L. Smith, St. Louis, Mo., five cars; the Tyson, one 50 horse-power touring car; and one 50 horse-power runabout; J. Wood Yilson, one 50 horse-power touring car; A. Ensign, one 50 horse-power trunabout one 45 horse-power trunabout one 45 horse-power touring car; 45 horse-power touring car.

sooner or later the man who owns an atomobile is confronted with a carburetor at will not act just right. Perfectly as a float feed may be regulated and looked the right point, the mixture will vary coording to weather conditions. Experts we disagreed for years on the question of hya car runs better at night than by day, soon as one theory has been put forward dozen instances have been oited to disrove it. The question is one that deserves living.

e early days of automobiling it was y to change the mixture for the or whenever a hill was encountered, andy road loomed up or when rain ed. That was before the carburetor in brought to its present state of per-in which the only point to worry that of night and day running and ferences.

is that of night and day running and differences.

sibly the nearest answer to this questhe water jacketed carburetor. Circling the oplinders for the full area of the stroke as it does in the Thomas flyer, a feed leading from the exhaust water old to what is known as "the heart car," the gasoline is heated to the same rature in July as in January. In this uniform mixture is provided. The on of carburetor trouble will appeal ery owner and driver and no better ation can be had of this fact than the edge common to everybody that when nod is lifted it is, in nine cases out of or an examination of the carburetor.

matter how bitter business rivalry by be between the various companies ex-ting in the Madison Square Garden show, thing has been proven conclusively, that is that when genuine merit is shown are willing to pull together. This fact

that is that when genuine merit is shown are willing to pull together. This fact wer has been illustrated in a better manner in by the record breaking run of the Thomas owned by Aubrey H. Martin of Philaphia, the motor of which was started at o'clock on the morning of January 2, which, it is promised, will run until the of the show on Saturday evening. Ever since the run started it has been necessin order to make it official, to keep observer in the car who could, at the end is ride, make an affidavit that the motor not stopped. On several occasions, see the New York Motor Club took charge the run, observers who would be entirely interested have been wanting, and the and sign the necessary papers. On crucial occasions they have not hesitated dall on the other companies who have in the Garden. In not a single instance they been disappointed, and as a result list of affidavits includes the names of general sales managers and three superments of automobile factories.

Thomas booth was made by A. S. Robin-of the Harry S. Houpt Company, when Gardiner placed an order for both a borse-power Limousine, a duplicate of the exhibited, and a 50 horse-power touring the aggregate amount of the sale be-26,500.

the aggregate amount of the sale be26.500.

Trunnion, "a word seldom used, and defined
the dictionary as "one of two opposite
indical projections from the side of a
noo, forming an axis about which it is
ned in the vertical plane," describes the
und in the vertical plane," describes the
und frame connection of the engine in
1907 Knox waterless creation, their Model
While not in exactly the form as dethed by the dictionary, its purpose is the
ne and permits the movement of a unit
of plant when the car is being used on
uneven surface. The layman probably
is appreciate the fact that a three point
nension with immovable points accuracy
and carry the virtues attributed to that
of construction, and that in order to
tain the full benefit one of these points of
pension must permit of an oscillating
wement to compensate for the inequalities
the road surface and the constant deficenor the antomobile frame proper. The
union in the Knox is necessarily not as
ple as that in the gun—conditions existing
the former that are not present in the latter,
it has been worked out simply and well
answers the purpose of its designer in a
t satisfactory manner.

At the Royal exhibit E. D. Shurmer said a night that the Royal Motor Car Company about to build a model automobile factory Cleveland. Land has been purchased amound will be broken immediately. It is the mot this company to make its new factory most complete and efficient that can be signed. The building of the new plant is researy owing to the enormous demand the Royal tourist car. the company has the ciusive rights. It is the invention of Robert whine, a veteran designer, and provides for ense of a magneto and storage battery if ignition through one set of spark plugs, which slways fail, and the cumbers metricate make and break system, which always fail, and the cumbers metricate make and break system, which always fail, and the cumbers metricate make and break system, which always fail, and the cumbers metricate make and break system, which always fail, and the cumbers metricate make and break system, which always fail, and the cumbers metricate the studebaker booth word has been re-

At the Studebaker booth word has been reved from San Francisco of a recent time cord breaking trip of a Studebaker autocolle-a run of 250 miles over the worst posite kind of mountain roads in 14½ hours for my was undertaken to prove the feasibility of a motor stage line between two towns California whose present means of commingation is an old time stage route. Another report comes from a Government total who made an unusually comfortable to from New York to Washingston by way of ork, Pa., the route taking him over heavy ountain roads, in rain and show and the phaving been accomolished without the pat difficulty Performances such as these sye determined the manufacturers of this pullar automobile on the rather unusual curse of practically duplicating less year's odel in the 1907 car. To have built a car should have a car should have a contrained the manufacturers of the system of the practical stage in automobile building.

a new design of commutator on its 1907, that is one of the most original devices at a show. In mechanical construction it area from others that have been on the martinasmuch as the brush principle is reversed, brushes being movable instead of stationard and so constructed as to have but one

AT MOTOR CAR DISPLAY contact or wearing point, where all other

previously were much surprised yesterday to find missing from the Autocar exhibit the little limousine runabout which attracted

It is said that Ray S. Cummings, who on Monday last bought a Stearns car from Wyck-off. Church & Partridge, has wagered with a Packard owner that he could lower the Packard is time up Eagle Rock Hill. The conditions of the trial are to be \$1,000 for each passenger, which will practically give to the winner a car for nothing. E. S. Partridge has been chosen stakeholder.

Among the interesting visitors to the Stearns stand was Harlan S. Whipple of Boston, the enthusiastic motorist who had driven only imported machines. Mr. Whipple evidently has been weaned from the product of Europe to American automobiles, and the first delivery that Wyckoff, Church & Partridge can expect is to be consigned to him.

At Smith & Mabley's Simplex exhibit there is shown the most novel top in the show. It is similar in construction to a suspension bridge. Both sides are entirely free from arms, there being only two in front and two in the rear, which are made of extra heavy oak. The top is of brown waterproof maferial, and its only reinforcement between the front and rear are two bows across the centre about a foot apart. The elimination of the side arms facilitates free movement in and around the car.

JOCKEY HURT IN HURDLE RACE. Three Riders Thrown-New Orleans Judges Accused of Favoritism

NEW ORLEANS, Jan. 16.—A card of races, with the Cosmopolitan Hurdle Handloap as the feature, attracted a good crowd to City Park this afternoon, but the sport furnished by the feature was poor, as the winner, St. Volma, made a procession of the race from start to finish. Three of the riders went down at different points, with Jookey Gaylor the vocate to have a Gaylor was riding Lulu. worst injured. Gaylor was riding Lulu Young and took his tumble at the second hurdle. Several of the starters struck the prostrate rider and horse, and Gaylor is said

o be injured seriously. St. Folma was coupled with Sceptre, but his St. Volma was coupled with Sceptre, but his stable companion never out any figure in the race. St. Volma went away from his field at the start and led from end to end, winning, pulled up, by fifteen lengths. Ochmandant, who fell at the last jump, was ordered destroyed by his owner, W. H. Snyder. Langford James also sumbled but he was in last place at the time.

Beau Brummel, with 91 pounds on his back, at 8 to 1 in the betting, was the winner of the mile and a sixteenth purse affair, fourth on the oard. Juggler was the choice of the spec lators, but whatever chance he may have had was ruined by Garner laying up against him throughout the race with Orbicular. The finish was a close one and by far the most exciting race of the day, all three finishing noses

citing race of the day, all three finishing noses apart.

Pat Civill purchased Sister Ida for a song from Pat Dunne before the opening race and won her out with 40 to 1 being offered against her chances. The finish in this event was close and the public differed from the judges and hissed the officials for several minutes. Many declared that Kankankee, the good thing backed from 5 to 1 to 13 to 5, had won by a head. Whisk Broom, heavily supported by her owner. Bob Tucker, raced away from a fair field in the three furlong event and won by six lengths.

The judges said to-day that they had Nicol, Cook and Phillips before them trying to fix the blame of the Minnie Adams form somersault yesterday. After the session they announced that while they were unable to reconcile the two races of the mare they could not hold owner, jockey or trainer responsible. The affair has created a lot of unfavorable comment and is the sole topic among the Professional element, who declare that favoritism is shown and that Edward Corrigan is protecting Cook.

Bonart, the 7 to 5 favorite, won his race easily after Mountain skinned the rail entering the stretch. Rappahannock, making his first start here, was a supposed good thing, but after showing a lot of speed tried to run out all through the stretch. Orly II., the 6 to 5 favorite, with Mountain up, proved the best of a fair lot in the mile and one furlong event and won as he pleased.

First Race—Five luriongs—Sister ida, 117 (Mc-

long event and won as he pleased.

First Race—Five Iuriongs—Sister ida, 117 (McMahon), 46 to 1, won; Kankakee, 117 (J. Lee), 13 to 5, second; Duchess of Montebello, 127 (A. Williams), 8 to 1, third. Time, 101 1-5. Addie Hawins, Linitia, Manila, Sea Water, Lamina, Palatina, Ennin, Lady Contrary, Glena McBride, Chatter and Ada Rice also ran.

Second Race—Three Iuriongs—Whisk Broom, 109 (Nicol), 17 to 10, won; Blue Lee, 112 (Troaler), 9 to 1, second; Hazel M., 100 (J. Lee), 5 to 1, third. CTime, 0:35 1-5. Florence Kiel fell. Grace W. Sabado, Milster, Flarncy, Golandrina, Dick Rose, Lattree and Antonic also ran.

Third Face—One mile and a quarter—St. Volma, 128 (Archibald), 8 to 5, won; Aules, 130 (P. Hagan), 20 to 1, second; Creolin, 149 (Royles), 7 to 1, third. Time, 2:17 2-5. Naran, Dawson, Subador, Orthodox, Sam Hoffhelmer, Sceptre, Sartor Resartus and Arabo also ran. Command and Lulu Young fell.

Fourth Race—One mile and a sixteenth—Beau Brummel, 21 (Lowe), 8 to 1, won; Juggler, 110 (J Hennessy), 7 to 8, second; Orbicular, 109 (Garne) 2 to 1, third. Time, 1:46 1-5. Tancred and Missour

Brummel, \$1 (Lowe), \$ to 1, won; Juggler, 110 (J. Hennessy), 7 to 8, second: Orbicular, 108 (Garner), 2 to 1, third. Time, 1:45 1-5. Tamered and Missouri Lad also ran.

Fifth Race—Six furiongs—Bonart, 108 (Mountain), 7 to 5, wen; Billy Vertrees, 108 (Garner), 11 to 5, second; Mortibey, 110 (Lowe), 12 to 1, third. Time, 1:13 1-5. Mary Buchanan, Cliff Cole, Rappahannock, Drusie Smith and Turbulent also ran.

Sixth Race—One mile and an eighth; selling—Orly II., 107 (Mountain), 6 to 5, won; Flavigny, 102 (Trueman), 2 to 1, second; Marrin Neaj, 104 (Blac), 6 to 1, third. Time, 1:58 3-5. King Ellsworth and Doubt also ran.

Sevouth Race—Seven furlongs; selling—Wes, 112 (Martin), 2 to 1, won; Oreel, 106 (Mountain), 5 to 1, second; Devout, 110 (Nicol), 5 to 2, third. Time, 1:27 1-5. Oberon, Clifton Forge, Formeade, Margarett M and Establish also ran.

New Orleans Entries for To-day.

A CORP & STREET	Comment Procused Companies in Land or war a com-
Ann Day 104	Rustling Suk
Donna	Louise Macfarlan
Timeriale Civi 100	Antimony
Donna ice Limerick Girl ice Second Race—Siz furl	ongs:
Entre Vous 90	Kalserhoff
Entre Vous 90 Blue Dale 100	Prince Hanover
Garrantua	Mary Ellen
Goldess	Schroeders Midway
Doric	Campaigner
Zick Abrams108	Solly M
De Org109	Bud Hill
Zick Abrams. 108 De Oro. 109 Third Race—Three fu	rlongs:
LACIN PERREIOTS	Convenient
Montbert111 Pigelda111	Brawny Lad
Figelds111	Lady Hapsburg
Rose Daly	Ada O. Walker
Lee Crest	E. M. Fry
Dorsa	Workaday
Rebel Queen	Hann's
Watercooler 114	
Fourth Race-One mil	e and a quarter:
Judge Post 94	Flavieny
Mamie Algol 95	Big Bow
Mamie Algol	Peter Sterling
Alma Dufour109	A
Fifth Race-Five Turic	ongs:
Dorothy M 106	Anna Ruskin
Spider Web 105	Tres Chie
Sagapanak107	Handspike
Elfall107	Lally
Paragon110	130c Ky19
Drulen	Kemp Ridgeley
Captain Taylor 110	John Adams
Pierrot 110 Sixth Race—Pive furlo Our Own 105 Neille Racine 105	have the bit was a s
Sixth Race-Pive furio	DATE.
Our Own	Dinemock
Neine Racine 105	Taunt
Grandita105	Soprano
Lady Maia	Rose Marion
Monte Limar 100	Starone wana
Monte Limer 107	Planuta
Quagra 110	Planute
John Kaufman 110	furniament.
Seventh Race-Seven	Dorldo.
3t. Noel 98	Pieside
36. NOC1	Daugtoman
Society Bud 98 Goldeway 192	Large C
Coldeway	Floring!
Dr. McCluer 104	Tom Mankins
Tonterey 107	Daha
Forterey	Menos

HARRY POLLOK \$100 POORER. Fined That Amount for His Part in McGo

ern-Britt Scrap. Harry Pollok was fined \$100 by the Cour of Special Sessions yesterday for his part as manager of the Terry McGovern-Jimmy as manager of the Terry McGovern-Jimmy Britt ten round scrap in Madison Square Garden a year ago. Others arrested at the time were the principals, Tim Hurst, the referse: some minor boxers, seconds, &c., numbering fourteen in all.

None of the defendants appeared vesterday when the case was called after many adjournments. Lawver Henry J Goldsmith previously had obtained permission and represented all the men by proxy, pleading mility in each case. Pollok was fined and paid, while the others were released under a suspension of sentence. McGovern is an inmate of a spoitarium, and Britt was not in the city.

Association Football. At the Marquette grounds in Brooklyn the Brooklyn Association Football Club gained another victory over a sailor team, defeating the Celtic players by a score of a goals to 0 yesterday.

AMONG THE AUTOMOBILISTS.

CHAUFFEURS MEET AND ELECT OFFICERS.

Advent of the Woman Driver Not Far Distant-"Guaker City Ladies' Motor Club" Springs Into Esce in Philadelphia—Odd Nickname for a Car, Called Jackrabbit.

The annual meeting and election of officers of the Professional Chauffeurs' Club of America was held last Tuesday evening. The election resulted as follows: President, W. H. Walters; first vice-president, Fred Brevogel; ond vice-president, Curt Schmit; treasurer W. H. Chase; recording secretary, G. R. Loveday; corresponding secretary, Percy Lauter; board of governors, Fred Engelsberg, F. Walsh, O. Byers and L. Regan. The organization now has a membership of 250.

nodels of cars, some by the makers and others by motorists generally, occasionally have unusual origins. One of the most rakish and speed promising cars in the Madison Square Garden show is called the "Jackrabbit" by its makers, but the title was not one originated by the manufacturer. Several years ago, when the Chicago branch manager of this firm was a young chap whose first name was Jack, a racy looking machine was sent to him from the factory. On the day of its arrival the branch manager drove it to the Chicago automobile Club, and while it was undergoing inspection by the motorists congregated there one of them ohristened it the "Jackrabbit," partly because of the driver's name and partly because of the car's ability to get over the ground. The car made a name for itself in track meets around Chicago, and when the makers decided so bring out a fast runabout for 1907, which really is a semi-racer, they named it the "Jackrabbit."

It is predicted that the day of the woman chauffeur is not far distant. There is an attraction about the steering wheel of a motor car not to be found in the dull keys of a typewriter, says an exchange. Girls are bent on invading the new field opened to them, and are studying the mechanism of motors with thoroughness. Fair hands have already dipped into the oily mysteries of the gearbox with a strangely unfermined disregard for their pearly whiteness, and recalcitrant bolts have been brought into the right spirit of subjection. "There is nothing right spirit of subjection. "There is nothing whatever to prevent a girl from becoming as clever a driver as a man," says an automobile dealer, "provided she does not mind soiling her fingers with a little dirty work now and then. In fact, women are much more sympathetic in their treatment of a car than many men. Of course, the professional woman chauffeur must be prepared to meet some of the disadvantages of motoring. For instance, how will she like struggliss with a burst back tire, with a leather studded tread on a dismal, wet night ten miles from anywhere? Imagine the undignified position she might find herself in lying flat on her back under the motor-car, with oil dripping on her face, trying to repair a breakdown. She would come to the conclusion then. I think, that there are other and more pleasant fields orf her sex than professional driving."

A well known firm has received several applications from girls anxious to be taught "motoring in all its branches." Another sign of the times is that leather blouzes for women motorists are in great demand.

sign of the times is that leather blobes for women motorists are in great demand.

Though Philadelphia has at times been accused of slowness, the motorists of that city do not deserve such reputation. To be sure, there is the Automobile Club of Philadelphia, which is as staid and conservative an organization as could be wished for, but there is also the Quaker City Motor Club, which though less than a year old, held a couple of successful track meets last fall and conducted a big two days endurance run to Harrisburg and return on New Year's Day and the day following. The latest instance of automobiling enterprise in the City of Brotherly Love, however, has taken an unusual form—that of a women's automobile club. The organization is known as the Quaker City Ladics' Motor Club, but is in no sense an auxiliary of the Quaker City Motor Club. Those interested met the other day to elect officers and form a permanent organization. The object of the club is 'to promote social enjoyment among its members owning motor boats, motor vehicles, or who are otherwise interested in them. They further intend to do all in their power to interest the Commissioner of Public Highways in the matter of good roads and to use their influence toward securing fair legislation. The election of officers resulted as follows: President, Mrs. Goseph J. Martin; vice-president, Mrs. Charles J. Swain; second vice-president, Mrs. Charles J. Swain; Robert A. Pitts, Mrs. Thomas Kirk romen motorists are in great demand. Mrs. Edward Beecher Finck. The following committees were appointed: Membership—Mrs. Robert A. Pitts, Mrs. Thomas Kirk Cookman, Mrs. William H. Noblitt: house, Mrs. Charles J. Swain, Miss Ida Benezet, Mrs. Harry F. Cook; entertainment, Mrs. William W. Ingram, Mrs. James L. McCartney, Mrs. Woods; motor touring, Mrs. Emma G. Miller, Mrs. Thomas K. Cookman, Mrs. Cora Conway Reading: by-laws, Mrs. Joseph J. Martin, Mrs. Joseph D. Bowker, Mrs. Edward B. Finck.

J. Martin. Mrs. Joseph D. Bowker, Mrs. Edward B. Finck.

It is strange to look back now at the large number of people who two or three years ago were afraid to drive a motor car even with only a small engine, for fear it should blow up or refuse to go, says the London Field. One even meets people nowadays who apparently think the engine a box of mystery and certain to entail endless trouble. Yet a review of the number of engines used practically every day shows clearly how little this is to be feared. At a guess one might suggest that 150,000 engines are working constantly now. This would include motor cars, motor buses, marine motors, heavy tractors and the many incidental machines employed for other purposes. Yet how very seldom is a serious hreakdown which would necessitate a workshop job to make it usable again.

It is really ignorance and inexperience which make a man afraid to purchase such a vehicle or to use it when he has it. The average man has but little idea of the immense number, and in many cases the large size, of internal combustion motors: if he had he would be more firmly convinced than ever that this type of engine is now made so correctly that it can perform arduous labor under the most trying conditions long continued, and yet come trying benefits in some make so correctly that it can perform arduous labor under the most trying on ditions long continued, and yet come trying benefits as sengines running in its works, while two generating stations for supplying electricity have gas engines amounting to as much as 50,000 horse-power each. While in one case at least a single gas engine is working most efficiently, though of the enormous power of well over 3,700 horse-power each, while in one case at least a single gas engine is working most efficiently, though of the enormous power of well over 3,700 horse-power each, while in one case at least a single ga

which they are applied.

A recent examination for the driving and mechanical proficiency certificates of the Automobile Cuib of Great Britain and Ireland was enlivened by the presence as candidates of several non-commissioned officers and men of the First Battalion of the Grenadier Guards, says the Army and Nacy Gazette of London. These men had been trained as automobile drivers in classes organized by Lord Loch of that battalion, in comiunction with the automobile club. The royal navy was also represented by some petty officers and seamen who had received their instruction from a Lieutenant on the Excellent, who has taken the most practical interest in the work of transforming the handy man into a first class automobile driver and ne has demonstrated this by sending his men up to London by road on his own machine to attend the club examination. The examinations are held in London on Wedness days, and are invariably well attended by both owners of automobiles and professional drivers. The owner who is in possession of the club's driving certificate has valuable testimony of his driving capability in the event of legal proceedings, and if he intends touring with his machine on the Continent, he may obtain a French driving certificate without further examination.

Handleap Fencing Tourney at Columbia. The annual handicap tournament of the Columbia University Fencing Association was begun yesterday and the preliminary bouts completed. Owing to the large numher of entries the contests were conducted on three strips, and the two who made the best showing on each strip will compete in the finals. The results follow:

the finals. The results follow.

M. Duncan, '10, handlean 4 touches, defeated A. Kever, scarcth; M. Duncan, '10, 4 touches, defeated R. Carpenter, '00, 3 touches; R. Carpenter, '00, 3 touches, defeated A. Kever, scarcth, R. Noble, '10, 5 touches, defeated A. Kever, scarcth, R. Noble, '10, 5 touches, R. Bonner, '09, 4 touches, defeated R. Noble, '10, 5 touches; R. Bonner, '09, 4 touches, defeated P. Weaver, '08, 4 touches, R. Bonner, '09, 4 touches, defeated W. D. Murphy, '08, scracth; R. D. Webb, '19, 4 touches, defeated Murphy, Noble and Bonner, S. H. Warren, '10, 1 touch, defeated D. Armstrong, '09, 3 touches, defeated L. W. Bridgeman, '07, scratch; Bridgeman defeated Warren in J. J. Rosenthal, 5 touches, defeated Warren and Bridgeman, '15, Soits, 4 touches, defeated defeated Armstrong, Warren and Rosenthal.

Duncan, Carpenter, Webb, Bonner, Solis and Rosenthal are left in the Enals.

THE "WELCH" CAR IS IN A CLASS BY ITSELF

and "OUTCLASSES" all other makes in the most important points

Swift Speed. Sure Safety.

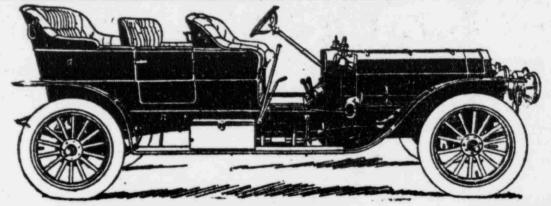
THE SUN, THURSDAY, JANUARY IV, 1807.

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6 CYLINDER

Touring Car Limousine **Touring Car** Limousine

\$4200.00 5500.00 \$6000.00

7000.00 The "WELCH" Car, though a "distance annihilator," makes less noise in its travel

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Standard.

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Shape.

Signal Success.

Scientific System.

The "WELCH" 1907 Model is the outcome of a close study of the best points in all the foreign makes combined with the most practical, original ideas of our own. To understand its superiority you must see the Car and ride in it. This you are cordially invited to do NOW, before making a purchase of any other make. An introduction to the Welch will make you a prompt buyer.

THE WELCH MOTOR CAR COMPANY

L. H. PERLMAN, President

New York Salesrooms, 1871-1873 Broadway

AUTOMOBILISTS IN SESSION. ncements of Import by the Executive Committee-President's Report.

At a meeting of the executive committee of the National Association of Automobile Manufacturers, Incorporated, yesterday morning, which preceded the annual meeting of the organization in the Hotel Victoria, several important announcements were made. One of these, by the good roads committee, was to the effect that the work of forming a national association to embrace all of the good roads associations of the country had progressed to such an extent that a substantial appropriation by the national association seemed desirable and it recommended the appropriation of \$5,000 to be used on condition that twice that sum be raised by the other associations interested. The executive committee indorsed the recommendation, but referred it to the new executive

committee for definite action. The contest committee reported that it had prepared a set of rules for a contest, which rules were ordered printed and forwarded to each member of the executive committee, pending a final discussion at a later meeting. A resolution was adopted exempting the cars which competed in the Vanderbilt cup race and the American elimination trials from the provision of the rule which prohibits exhibits of cars by manufacturers at local shows.

In accordance with the arrangement entered into with the Motor and Accessory fanufacturers. Inc., under which it is inassociation shall eventually consist exclu-sively of automobile manufacturers, all makers of parts and accessories being referred to the newer organization, the resignations of nine-

teen associate members were accepted.

The meeting was attended by fourteen of the fifteen members of the executive committee and was followed by the annual meeting of the organization, forty-two members being present. The treasurer's report showed the financial condition of the organization to be eminently satisfactory, the balance ou hand being larger than at this time last year, despite heavy outlays during last year. The despite nearly outside the executive committee to serve for three years resulted in the election of Benjamin Briscoe of the Maxwell-Briscoe Motor Company, M. J. Budlong of the Electric Vehicle Company,

Maxwell-Briscoe Motor Company, M. Budlong of the Electric Vehicle Company.

E. H. Cutler of the Knox Automobile Company and Thomas Henderson of the Winton Motor Carriage Company, who were candidates for reelection, and William Mitchell Lewis of the Mitchell Motor Car Company, who had not previously served on the executive committee.

After the annual meeting the executive committee elected the following officers: President, A. L. Pope, Pope Motor Car Company; first vice-president, S. D. Waldon, Packard Motor Car Company; second vice-president, Thomas Henderson, Winton Motor Carriage Company; third vice-president, William E. Metzger, Cadillac Motor Car Company; treasurer, William R. Innis, Studebaker Automobile Company, and secretary, L. H. Kittridge, Peerless Motor Car Company S. A. Miles remains as general manager.

The retiring president, E. H. Cutler, in his report commented at length on the efforts of the association to prevent unreasonable legislation. The association's test case in New Jersey has reached the Court of Errors and Appeals and will be carried to the United States Supreme Court. The report in part was as follows:

It is a source of satisfaction to your president to be able to make, with unqualitied pleasure, the

and Appeals and will be carried to the United States Supreme Court. The report in part was as follows:

It is a source of satisfaction to your president to be acid to make, with unqualified pleasure, the statement that the development of the automobile industry during the past year has been fully in keeping with the optimistic view of the outlook as it appeared a year ago, and that the favorable conditions that prevalled have continued, and seem likely to continue, among those manuracturers who conduct their atairs on sound commercial lines. It is gratifying to note that among those concerns which practically every one regards as the leaders of the industry—uearly all of whome are included in the membership of this association—there has been a disposition to force, upon the market a greater number of cars than the market agreater number of cars than the market will readily absorb. In the quality of cars there has, of course, been marked improvement. So long as these two features go band in hand there is little doubt about the continuance of that prosperity with which the automobile in dustry has heretofore been blessed.

It has been the policy of the executive committee of this association, sepresenting, as the members helieve, the truly national organization of the inited States, to adhere irmly to the conservative principles on which the association has been successfully conducted for the last seven years, it has been their endeavor to build up and help to perpetuate an association, whose membership is regarded by the public as an indication of the stability of the member, and which therefore shall have among its members none but those concerns which have proved beyond question that they are deserving of the public's confidence. The result of this policy has already been made evident. During the early days of the organization, when its organizers were anxious to secure a large membership, little attention was paid to the standing of the applicant. Indeed, the condition of the industry at that time was such th

New Aspirants for Trotting Heners

LEXINGTON, Ky., Jan. 16. The youngest firm of breeders and racers of trotting horses was formed here to-day when Edward and Joseph Madden, the sons of J. E. Madden. proprietor of Hamburg Place, bought of P. P. Parish, Midway, Ky.. through John Splan eleven head of trotting broodmares and fillies, which will form their breeding stud with the four-year-old stallion Siliko, winner of the Kentucky Futurity last season, and a three-year-old full brother of Siliko. Some of the fillies purchased to-day will be campaigned next season, as will Siliko and his brother after a short season in the stud.

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NEW HEAD FOR GRAND CIRCUIT.

D. J. Campau Declines Reelection and Is Succeeded by J. M. Johnson.

Trotting horse followers noted the allotment of dates by the Grand Circuit stewards on Tuesday at the Hoffman House with satisfaction. The reappearance of Detroit to head the list was particularly welcome, but the opinions expressed yesterday were that the Cincinnati and Memphis meetings, announced to close the circuit of eleven tracks, would not be held. A real estate syndicate has bought the Cincinnati track and there was no racing at Memphis last year, which gave up its membership in the National Trotting Association.

the formal meeting D. J. Campau of Detroit, president of the Grand Circuit since its inception, declined a reelection. J. M. Johnson of Calais, Me., president of the New England Trotting Horse Breeders' Association, was elected to succeed him. Other officers was elected to succeed him. Other officers elected were H. M. Hanna of Cleveland, vice-president, and Albert H. Moone of Providence, secretary and treasurer. Robert Newton was appointed starter and George Hayt presiding Judge. One steward was selected for each meeting, in this order:

Detroit, D. J. Campau; Cleveland, H. M. Hanna Buffalo, W. P. Taylor: Poughkeepsle, Jacob Ruppert; New York, James Butler; Boston, J. M. Johnson: Providence, F. E. Perkins; Hartford, M. G. Bulkeley: Syracuse, De Forrest Settle; Columbus, E. B. Swisher: Chechmatt, Orlando Jones, Memphis, C. K. G. Billings.

C. M. Jewett, H. N. Bain and A. H. Moone

C. M. Jewett, H. N. Bain and A. H. Moone were appointed a committee to prepare by-laws for theorganization. The Grand Circuit stewards will meet on January 30 to act or the amended by-laws.

F. L. GAY ORDERS A BOAT. Herreshoff Class Q Craft to Try to Win the

Lipten Cup. Frederick L. Gay is the first of the Beston rachtsmen to place an order for a yacht for the 22 foot class. The boat is to be built by Herreshoff and will race against the Orestes for the Lipton cup, which stands for the chamcionship of the class in Massachusetts Bay. Massachusetts Bay new Q racing class is now aking shape, a table of proposed scantlings having been drawn up to form the basis of a gentleman's agreement' among owners and the first boat having been ordered," says the Boston Globe. "Mr. Gay, who owns the schooner yacnts Sunshine and Foam, is a member of the Boston and Eastern Yacht Club. He spends his summers on board the Sunshine, making his headquarters at Marble-

head.
Though past the age when men engage actively in racing, he follows the game with an interest of which we have evidence in his substantial support of it. He has offered a cup for the 18 foot class for next senson, and his partnership with Mr. Burgess in the ownership of a new Class Q boat is additional proof that his interests in the welfare of yachting hereabouts is not confined to the giving of cupa.

hereabouts is not confined to the giving of cups.

With Hollis Burgess at the helm, the new boat will be a worthy leader of the new class, and will surely give Orestes, the only existing Class Oracer, a hard ruo for aleg in the Lipton cup. There are few keener racing men than Hollis Burgess. He is a member of the Boston and Corinthian clubs, and until the last week owned the fast Herreshoff raceabout Sintram, with which he took last year's championship in Class P, making a fine record with a boat that for a number of years before he acquired her was out of racing.

"It is expected that other orders for boats in this new class will be given at an early day."

I CE RINK IN BROOKLYN. Will Be the Largest in the Country and Centrally Located.

The plans for the new ice rink that is to be erected in Brooklyn have been finished be erected in Brooklyn have been finished and work on the building will be started as soon as the frost is out of the ground. A firm of real estate men are financing the scheme. They have purchased a piece of land 220 by 300 feet on Franklin avenue near Fulton street. Brooklyn, for which \$80,000 was paid, and the new building is to cost \$200,000. It will be the largest rink in the country and will be modelled somewhat like the Duquesne Gardens at Pittsburg. There is to be an eight lap track for speed

contests, while at Pittsburg the track is nine laps to a mile.

In order that the building may be as large as the land will allow all the machinery for the refrigerating plant is to be in the basement, and the amphitheatre will seat 5,000 persons. There are to be no posts to obstruct the view of those who will watch the contests.



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